

# The *National* *Falcon* News



**Tom Judson**  
New York, New York

**March 1999**



# The Falcon News

**THE FALCON CLUB OF AMERICA, INC.** is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113 ♦ The Falcon News is published monthly with information from its members. All copy and advertising for *The Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@aol.com. No phone calls for Falcon Club business. Copy must be received by the first of the month preceding date of issue.

## FALCON CLUB OF AMERICA OFFICERS — 1998-1999

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|                    |                                                 | (Number of years in term) |
|--------------------|-------------------------------------------------|---------------------------|
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| Don Anderson       | 2082 Cooper Way, Jonesboro, GA 30236            | 770-471-5026 (1)          |

## Cover Photo — Tom Judson

Tom Judson of New York City took this photo of his 1961 Falcon Tudor sedan in Monument Valley, Arizona. He drove the Falcon from New York to San Francisco in May of 1998, traveling completely on back roads and taking three weeks to get there. Apart from having to replace the distributor in Taos, New Mexico, the trip went off without a glitch in either direction, although on the way back he drove on I-80, making the drive long and tedious. Tom is preparing an article about his adventure for a future edition of The Falcon News. We look forward to reading about his trip and seeing more photos too. Thanks for sending this cover shot!

Do you have a photo of your Falcon that you think should be on the cover? Send it to the editor at the address on this page. Please enclose a self addressed stamped envelope if you want the photo back.

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**NOTE TO ALL MEMBERS:** The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.





## Regularly Scheduled Chapter Meetings

**Alamo Chapter**  
2nd Sun - monthly  
(210) 494-8205  
Pig Stand  
1508 Broadway,  
San Antonio

**Blue Ridge Chapter**  
3rd Sun - monthly  
Greer, SC  
(864) 895-3039  
clbsprint@aol.com

**Buckeye Chapter**  
2nd Sat - bimonthly  
(303) 825-5708

**Capitol City Chapter**  
3rd Sat. - monthly  
Bob's BBQ, Round Rock TX  
(512) 376-1940

**Carolinas Chapter**  
1st Mon - monthly  
(704) 735-5077  
Prime Sirloin, I-85 & Billy  
Graham Pkwy.

**Central California  
Falcons**  
1st Tues. 7:00 PM, Rusty's  
Pizza —Ming Ave. and  
Ashe Rd., Bakersfield, CA,  
805-588-9468

**Early Falcon Car Club  
of Victoria, Inc.**  
1st Tue. 7:30 PM  
Cafe Hotel, Melbourne  
9369 1574

**Founder's Chapter**  
2nd Sat - monthly  
(501) 605-1370

**Gateway Chapter**  
4th Sun - monthly  
(314) 946-6047

**Great Lakes Chapter**  
3rd Sun - bimonthly  
(517) 849-7156

**Hoosier Chapter**  
1st Sun - monthly  
(317) 357-0235  
Steak & Shake,  
Speedway, IN 3 pm

**Lone Star Chapter**  
3rd Sun - monthly  
(903) 572-9593

**Lost Coast Falcons**  
1st Wed. — 7pm  
Round Table Pizza  
Henderson Center  
Eureka, CA  
(707) 444-8407

**Mid America Chapter**  
1st Fri - monthly  
(816) 679-5636

**Mid Hi Chapter**  
3rd Fri - monthly  
(303) 857-9360

**NE Texas Chapter**  
2nd Sat - monthly  
(903) 759-6850

**River City Chapter**  
2nd Tue - monthly  
(916) 725-4110

**Sonoma County**  
1st Thur - monthly  
(707) 539-2860

**Southeast Chapter**  
1st Sun - monthly  
(770) 483-5249

**Space City Chapter**  
2nd Tue - monthly  
(281) 476-4688

**A** special welcome to Dave Wagner, our new Internet Director. Dave and his wife Mary are active members of the Suncoast Chapter. Anyone who attended the '97 National Meet in Orlando will remember Dave and Mary as the Parking Lot DJ's. Currently the Wagner Falcon Nest consists of 2 '65 convertibles. Thanks to Brian Sullivan, Russ Hoeksema, Dave Wagner and Bonnie Stringer for the smooth transition of [www.falconclub.com](http://www.falconclub.com).

Over the years many people have asked — why do we collect Falcons? There are probably many reasons we collect Falcons but it usually boils down to the fact that we just plain like 'em.

When you talk with people about collector cars they think of cars with low production, unique features or expensive price tags. Falcons differ from many collector cars because they were popular and economical. Everyone in the free world has either owned or had a friend or relative who has owned a Falcon.

The Falcon has played a major role in automotive history. The Falcon was Ford Motor Company's original compact car and the best of the compact cars of its' era.

The Falcon is the grandparent of many of the automobiles produced during the 60's, 70's and even the 80's. Without the Falcon would there have been a Fairlane, Mustang, Torino, Maverick, or Granada? Not to mention our Mercury family members the Comet, Cougar, Montego and Monarch. — what about the Fairmount and the Zephyr?

The Falcon was produced in the following body types.

- 2 Door Sedan
- 4 Door Sedan
- 2 Door Station Wagon
- 4 Door Station Wagon
- 2 Door Hardtop
- 2 Door Convertible
- Pick Up (Ranchero) - America's 1st Mini-Truck ?
- Sedan Delivery
- Van (Club Wagon) - America's 1st Mini-Van ?

The Falcon Sprint was introduced in 1963. With a small block V-8 and 4 on the floor, the Sprint was the forerunner of the muscle cars and the pony cars.

Falcon's historic value is its contribution to the American Compact Car Industry.

It is never too early to begin planning for this year's National Meet which will be hosted by the Carolinas Chapter in Charlotte, North Carolina. Nothin' could be finer than to be in Carolina...

*Steve and Carol*

## From the Editor

Received from Bruce Wolfe, Grantville, PA:

To my Falcon Club Associates: Check out the Jan/Feb Issue of "Special Interest Auto" at your news stand. There is an 8 page article comparing Chet & Becky Wisneski's '64 Sprint Hardtop to their '65 Futura Convertible. The writer does a great job on the article. He also compares the Falcon to the new Ford Contour. **CHECK IT OUT!**

Don't forget to send Bruce your Convention remembrances for the booklet he's assembling. Reach him at [bawolfe@amp.com](mailto:bawolfe@amp.com), by Fax: 717-231-3297 or phone 717-469-7252 —Ed.

**Starting a New Chapter** - If you want to explore the possibility of starting or reactivating an FCA Chapter in your area, first contact Chapter Coordinator Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621 — 303-857-9360. Please send a notice to the Editor of the Falcon News for publication in the next issue. Be sure to list your correct address and phone number so others in your area can contact you.



# YOUR COMET COMMENTARY

■ Dear Falcon Club of America Officers and Members:

I am responding to the question posed to club members in the January 1999 Falcon News. Of course Comets should be included in the Club. I assumed, when I joined FCA several years ago, that Comets were included and was surprised to find that they weren't. I have been an admirer of Falcons since my childhood. It wasn't until my teenage years that I discovered the similarities of the Comet which spurred my excitement all over again.

About ten years ago, my enthusiasm was renewed with my discovery of the foreign Falcons. At the same time my wife and I bought a 63 Futura Convertible. Since then, we've enjoyed driving it, restoring it, and admiring other Falcons and Comets as well.

If FCA can welcome the Australian siblings (which I believe we should, as well as those from South America), surely the Comet cousins that live among us can share some of our attention.

Let's show some tolerance. Let's celebrate diversity. The family should be together. Comets belong in the club.

Sincerely, John Hill #06836

■ Enjoyed the letter from the Comet fan. I, for one, believe that the Comet folks should be included in the Falcon Club. There are many interchangeable parts and stories. There aren't that many Comets out there that would support a club all their own. We could also grow as a club. After all, people that drive Falcons are not snobs!!

Best Regards, Charles Clemens #4736?

■ I agree with Bob Mannel's suggestion that Comets be included in the FCA, as they are similar cars. Perhaps give it a two or three year trial period and see if it works out. I would like to know what factories and cities Falcons and Comets were assembled in. Being so similar, they had to come off the same assembly lines.

Warren Kostelny, 204 N. Willie St.  
Mt. Prospect, IL 60056-2453

■ The members of the Blue Ridge Chapter of the Falcon Club of America met on Sunday, January 17 for our regular business meeting. The topic in the newsletter about admitting the owners of the Comet family was brought to the floor for discussion. The Club voted 100% to admit 60/65 Comets into the FCA. We feel this would greatly benefit the FCA in many ways. We also feel there should be a class for these Comets.

We would like to hear how the rest of the FCA members feel about the issue and ask that the officers take these opinions into consideration.

Larry DeYoung, Secretary

■ COMETS YES! It's a dream come true! The timing could not be more perfect. I love Falcons very much and have 2 of my own. I love Comets just as much and my dad had them when I was growing up. This is very exciting and long overdue.

I agree with Bob Mannel that it would not take away from the existing Falcon Club but add an exciting and inevitable dimension to it. Keep the name but take the leap. After all, fellowship is what it's all about!

Barry Gordon, Member FCA

■ I am in total agreement with Bob Mannel that a club is about the camaraderie of sharing info and having fun. I am however, in total disagreement regarding his criteria for eligibility in any given club.

Our club is called the Falcon Club of America for a reason. We are not called the Cars Built on the Same Chassis Club of America! In this situation, I believe inclusion means dilution. Where do we draw the line?

No doubt, I'll be burned in effigy by Comet owners throughout the USA, but the fact remains, a Comet is not a Falcon! Having said all this, regardless of your ride's make and model: Drive it, Show it, Enjoy It!

Michael Purcell

■ After reading the January issue of the FCA newsletter I did a double take. I checked the date to make sure it was not an April Fool's joke. On page 2 was the mission statement: "The Falcon Club of America is a nonprofit organization dedicated to preserving the Falcon automobile..." Now I was perplexed. How can a car other than a Falcon be included in the Falcon Club of America newsletter? Perhaps a bylaw change was approved by a majority of members. I reviewed the meeting minutes in the October issue of the newsletter. I could find no such documentation.

Why is the article published if it does not represent the current mandate of the club and why is more information being solicited for publication when this, for now, is a dead issue? I offer the following suggestions to keep everyone happy and maintain the club status quo.

1. Submit an ad to the FCA newsletter. In the ad ask anyone who is interested in admitting another car to the FCA to contact a spokesperson. Or contact each club member personally and ask them to return to you a mail-in ballot on which you have printed your proposal and a space for them to vote.

2. Prepare a proposal. At the next National Convention ask to appear before the Board and state your case.

3. If you have made a good case, the Board will permit a vote at the Business Meeting.

4. The membership vote will be binding and the issue will be laid to rest for another year.

The club was formed to preserve the Falcon automobile. Until that mandate is changed, that concept is what the club members and newsletter must adhere to.

There is no indication that the majority of members want Comets included in the Falcon Club of America. Let democracy proceed — abide by the votes of the majority of members present at the next convention. If anyone disagrees with the vote they can leave the club. A club already exists for Comet



owners to join in the U.S. In Canada, there is the Lower Mainland Falcon, Fairlane, & Comet Club, Phone 604-589-2451

If we continue to hash this out in the newsletter a lot of pro and con letters may displace fine articles and chapter news.

Joe Tatti #1414

## EDITOR'S RESPONSE

In response to Joe Tatti's protest of Comet discussion in the Falcon Club Newsletter, I would like to remind Joe, and all the members, that this publication is driven one hundred percent by the Club members and what they are interested in. The photos they send in, the stories and letters they write, the Chapter events, car shows, club issues and fellowship they share are what makes up this Newsletter.

If you want to see a picture of your Falcon in the newsletter, you have to send it in. If you want your Chapter's events covered, you have to let me know. If you want more Tech Tips, send some in. That is how it works, plain and simple.

The Comet Commentary rose strictly from members' interests. During my year+ as Editor, I have never received so many letters and e-mails regarding a single topic. I must state that I have absolutely no stake whatsoever in whether Comets are included in the Club — except to say that, for me, the club is about people and friendships as well as cars. I have made good friends in my local chapter and in the FCA. I have a Falcon and it's a way to meet folks with common interests, as well as being a cool little car.

Joe states that there is no way to know what the general consensus is regarding inclusion of Comets in the FCA. My mail is running about 10 to 1 in favor of enthusiastically welcoming Comets and their owners. I have included several examples here on both sides of the issue and a few comments on the newsletter itself.

*Wendy*

■ For anyone else that found the "X codes" confusing in the November 1998 Falcon News, look for a book published in England or Australia (?) by Marque titled "Spotlight on Ford Falcon: The 1960s." A friend purchased it for me in

London. Though I have yet to study it closely, it seems to be a very informative publication on the Falcons "down under."

John Hill

■ Dear Friends:

Do you know that the Ford Falcon was built in Argentina since about 1962 until 1991? It was for decades the preferred car for families. There were 4-door sedans, station wagons, and also the Ranchero. Engines were 6-cylinder 3.0 (188 cubic inches) or 3.6 (221). In the late eighties a 2.3 L engine was introduced without success. They are still one of most popular cars in this country. Also, the design changed along the years from the rounded to a more "square". The last series (1982-1991) is great. I owned a 1977 4-door sedan and in 1998 I traded it for a 1983 sedan, with hydraulic drive, air conditioning, special wheels and 3.6 engine. I love it! I wouldn't change it for any car but another Falcon.

Best regards from Western Argentina,  
Prof. Fernando D. Saravi, MD, PhD, Faculty of Medicine,  
Univ Nac Cuyo, Mendoza, Argentina  
Email: [fsaravi@fmed2.uncu.edu.ar](mailto:fsaravi@fmed2.uncu.edu.ar)

## ABOUT THE NEWSLETTER:

■ I must tell you how much improved the newsletter is under your helm.

Tom Judson

■ I would like to say how much my husband and I enjoy The Falcon News. If we receive it on a Saturday, we "fight" over who gets to read it first. The new larger format is very, very nice. I use it to show prospective members what a great newsletter we receive with our membership.

Reba Schweitzer

■ Thanks for serving as our newsletter editor.

Charles Clemens

■ I enjoyed the Convention Edition very much. I know you put a lot of thoughtful time into its' production. Very nice.

Jan Brown

## CAN'T PLEASE EVERYBODY DEPARTMENT...

■ We have been members of the FCA for years and the magazine has helped us find parts for our 65 Falcon. We did enjoy the magazine when they were small and had information on how to repair your auto.

Now with the new fancy book, all you get is pictures of (*officers' names deleted*) autos. Seems to me these people keep hogging the FCA. I think you should go back to just plain, not fancy. Not only have you went up on the magazine, cost more, get less. Let's go back to the small book, help us feel we are getting our money from our membership.

Bobbie Phillips





First in a series of four.

## QUICK SERVICE — ENGINE DIAGNOSIS

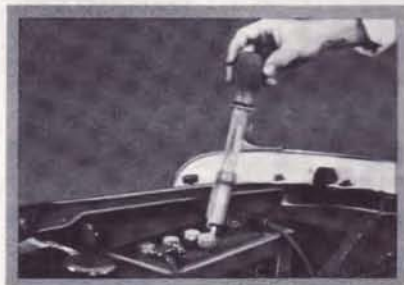
The engine diagnosis presented here and recommended for quick service operation requires the use of test instrumentation incorporating oscilloscopes such as Heyer Dyna Vision, Snap-On Master Analyser, Sun Scope Motor Tester, or their equivalent.

The use of this specialized diagnosis equipment makes possible the diagnosis of important electrical components

which must operate properly to assure satisfactory engine starting and operation. In addition, it also helps to diagnose certain mechanical conditions which might be contributing to unsatisfactory engine performance.

Following is a list of typical engine diagnosis checks which can be made with such equipment, together with a brief description of the procedure used.

The procedures cover only one of the many various methods of checking the component listed. It will be necessary to follow the recommendations of the manufacturer of the equipment used for the component being checked. The average time required for making these checks is six minutes, once the service technician has become familiar and experienced with the equipment used.



1. Check the state of the battery charge by measuring the battery electrolyte solution with a hydrometer.

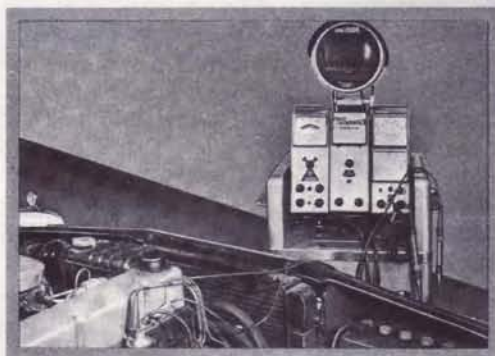


2. The battery can also be tested by measuring the voltage of the battery cells with an open circuit battery charge tester. Follow instructions of the manufacturer of the test equipment that is being used.

3. If the battery charge is low, recharge it for three minutes at 30 amps (for 12-volt batteries), or at 75 amps (for 6-volt batteries). With the fast charger still operating, test individual cell voltage of the battery and, if the cells vary more than 0.1 volt, replace the battery.



4. To check the capacity of the battery, connect the open circuit tester to the battery terminals, push the hold button on the tester and read the capacity on the meter.



### CRANKING VOLTAGE CHECK

1. Connect the oscilloscope analyzer in accordance with the instructions furnished by the equipment manufacturer.
2. Connect the voltmeter to the battery side of the coil and the ground lead to a rocker arm cover bolt.
3. Disconnect the secondary (high tension) wire at the coil.
4. Turn on the ignition and crank the engine.
5. Read the voltage on the voltmeter. Record the reading and compare it with the specifications supplied by the equipment manufacturer.



## Detailing Tips From The Pros to Give Your Car the Competitive Edge

Car enthusiasts who participate in car shows know that preparation for a show takes days, sometimes even weeks. They also know that for all the hard work they put into their cars, judging takes place in a military-like fashion that lasts only a few minutes. A tiny scratch in the car's paint or bit of mud in the tire can make the difference between winning and losing.

The pros know the secret of car detailing is, truly, "in the details." For 17 years, Detail 301 owner Scot Prescott has detailed many of Hollywood's biggest stars' cars at his prestigious Rodeo Drive location in Beverly Hills.

According to Prescott, "There's no one right formula for detailing a car. My clients own anywhere from two to 20 cars, so I get to know what each client likes and also what works best on each car. Plus, every product I use has a particular personality that I need to get to know and then adapt for each car."

Prescott has the following tips for the top three car appearance areas used in judging show cars: the dash and trim, the paint, and the tires.

### Keep Dash, Trim in Top Form

The dash needs to have a lustrous gloss, but not too shiny so it looks "non-authentic." The dash and trim will get excellent protection and a smooth rich shine with Armor All® Detailer's Advantage™ Protectant. The unique, clear formula contains 30%\* more protection ingredients to protect against discoloration and cracking, and keep the car in showroom shape.

#### How to tips:

- After spraying protectant on, wipe your dash or trim with a foam applicator to distribute the product evenly. Don't use cloths or towels because they absorb some of the protectant. Towels also leave lint on the car. Spray protectant directly on foam applicator to avoid overspray onto windows.
- A light application of protectant to the plastic cover over the motor gives it a

fresh look. Also apply protectant to hoses but never to belts since it may cause them to slip.

- For a fresh clean smell, apply protectant to air vents on the dash with a cotton swab to get inside the vanes. This removes the dust and leaves a "glow" on the finish.
- For vinyl seats, use a foam applicator to spread protectant. When protectant dries, use a dry cotton towel and lightly buff the seats to give them a warm glow.
- To prevent overspray, when applying protectant on seats and door panels, keep a towel in the other hand to cover nearby surfaces while spraying.

### Waxing Car for Show-Stopping Effect

Impressing show judges by detailing a car's exterior so it doesn't leave any swirls or "shadows" from waxing is crucial. Armor All® Detailer's Advantage™ Car Wax not only provides a brilliant shine, but the shine actually increases after the first several washings as the long-lasting wax is rubbed into the microscopic cracks and crevices in your car's paint. It's a precise blend of three waxes - carnauba and two montan waxes - that, when combined, create a protective shield.

#### How to tips:

- Apply wax evenly with a terry cloth towel. For waxes that dry quickly, apply the wax with a slightly damp towel to help it spread more uniformly.
- After buffing the wax off, use a slightly damp towel to wipe off any residue around the door jambs, hood and trunk jambs (a dry towel will just push residue around without removing it).
- Use a soft bristle paint brush to remove wax residue from behind body moldings, badges and vents. To make an easy-to-use brush that won't scratch your car's paint, cut the bristles of a soft bristle paint brush to one inch and wrap the metal band that holds the bristles with duct tape. Don't use toothbrushes - their bristles aren't soft enough. Horse hair brushes work well.



Cover wheel with a cardboard disc to avoid getting tire foam on chrome or polish.

### Restoring That New Tire Look

Maintaining a neat, clean and unworn look for tires is an important judging criteria for competitions. Armor All® Detailer's Advantage™ Tire Foam® Protectant contains 50%\*\* more active ingredients, to give a rich black shine and exceptional protection. It is a one step process - spray it on and you don't have to wipe! It is safe for use on all tires and will not harm wheels or wheel covers.

#### How to tips:

- To avoid getting Tire Foam on chrome or highly polished wheels when spraying your tires, cut out a disc from a piece of cardboard in the size of the wheel, punch a hole in the center to grasp it, hold it over the wheel and spray on the Tire Foam.
- To give a white wall tire the full finished showroom look, spray a little Tire Foam on a sponge applicator and apply it to the thin black tire area between the white wall and the metal wheel.
- If tires are wet when tire foam is applied, it takes longer for the foam to dry.

\* Compared to Armor All Original Shine Protectant

\*\* Compared to Armor All Tire Foam

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# Falcon **FEATURE**

M

ike Smith bought this 1965 sedan about 5 years ago when his son Jesse was 13. The plan was for Mike and Jesse to restore the car together. The goal was to have it finished by the time Jesse got his license. One thing led to another and it wasn't finished on time. However, it was finished a week before Jesse graduated and Mike says "I couldn't think of a better graduation present! He's 18 now and has a car he can enjoy for a lifetime."

Mike and Jesse did all the work themselves except the headliner, machine work, upholstery and paint. The car was originally a 6 cylinder Futura but had a 289 in it when they bought it. The motor is completely rebuilt with HiPo cam, flat top pistons (10:1), Edelbrock manifold, carb, timing, gears, etc. The undercarriage was completely redone along with floors, brakes, front end, springs, shocks, tires and rims. The interior was also completely redone including replating of the dash plastic, new door panels, carpet, seats, headliner and "anything else you can think of."

It has a new Pioneer stereo/cassette player with built in alarm system. They installed a T-10 4 speed transmission and a Grant vehicle security system steering wheel. The paint is 1997 Ford Moonlight Blue. Mike says that "after four years of work, I could probably talk about it for two! It runs great and handles real well "for a Falcon."

They still have a few things to beef up after Jesse breaks the motor in but this fine Falcon is on the road again.





# Classified Ads

**To Advertise:** FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must appear with a members name and FCA # to be considered a free ad. All items advertised for sale must have a price for the ad to run. Ads to run in more than one issue must be resubmitted each month. Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Commercial ads will be accepted on a space available basis. All copy for commercial ads must be camera ready or on disk in PC format. Questions about electronic submittal should be directed to the Editor at WCrosby63@aol.com. **All ads must be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Ads and inquiries sent to other Club officers may not appear in a timely fashion. If you have Internet access, please e-mail ads to WCrosby63@aol.com.** Payment must accompany the ad, with the check or money order payable to the Falcon Club of America. Ads must be received by the **first of the month for the following month's** issue. Example: If your ad is received by the Editor between Feb. 2 and March 1, it will appear in the April issue. The FCA reserves the right to refuse advertising from any person or business.

Editor's special thanks to Althea Fleeman for her help with this issue!

## FALCONS FOR SALE

'61 4 door, 6 cyl, 3 spd, outer body solid, bumpers 95%, runs excellent needs restored \$1,200 or best offer. (2) '65 four doors (1) 6 cyl auto (1) 6 cyl 3 spd. Take 2, make 1, \$1,500 for pair or best offer. Logan, Ohio, 740-385-9744 ask for Richard.

I found you a 1961 Falcon Futura 2 Door, 6 cyl, 3 speed. Very nice rust free car is off white in color with red interior. Car has standard bucket seats and console. Only flaw I saw was one dented piece of stainless trim around left taillight. Owner asking \$4,000 firm (which includes some rare extra items). \$200 finders fee if you purchase. Call Jerry at 651-439-1316.

1962 Deluxe Falcon 2 dr. station wagon. Power rear window, no rust, cal. black plate. 302 V-8, T-10 4 speed, 9 inch rear end + more, strong runner, black on black \$5,500 OBO. Don Hobart 805-270-1685.

1962 Delux 2 dr sedan 6, AT, hit hard on right, Very nice other wise, runs good \$1,000 as is OR PART OUT 1965 Squire wagon, 289 at ps complete needs all \$1000, (510) 525-9226, Dr4Falcons@aol.com

1963 Falcon Convertible, 4 speed, 6 cyl, new red interior, new, white top, new paint original "Rangoon Red", and many other new items. \$5800. Call Ft worth, Texas: Doug 817-379-5401/home or 817-337-2132 Office.

Red 63 sprint convertible. Colorado rust free body. Very original Tachometer still works. Replacing seats and carpet ? repaint (appears to have original paint) Solid 96K mile car \$7900 Tom Botkin 303-986-9268 or abotk@uswest.net

1963 Falcon Futura Convertible rangoon red, new white top, red bucket seats with console, 170 cid, auto trans., ground up restoration 1985 been on display at Towe Ford Museum, Deerlodge, MT \$8,000. OBO. David L. Sickels, 562 5<sup>th</sup> Ave. S., Shelby, MT 59474. 406-434-5912.

1964 Futura 2 dr. Htp., 6 cyl, AT, will run, needs brakes, back glass, restorable \$750. 601-227-8426 Anytime, Wayne Hood, 228 Revell Rd, Grenada, MS 38901.

1964 Falcon Futura Convertible, rebuilt 289, automatic, yellow, new black p. top, nice interior, nice chrome, looks & runs good \$4,800. 1963 1/2 Falcon Futura 2 dr. hardtop, 260 V8, automatic, black with red bucket seat interior, nice straight original car \$3,800. Call Brian at 972-539-6206. Flower Mound, TX.

1964 Falcon Futura Sports Convertible, ground up restoration, black on black, new paint, top, tires, brakes, interior (bucket seats), shocks, etc. 170 cubic inch, six cylinder, 3 speed transmission \$6,500 or with good 302, aluminum case, C4 automatic \$7,500. Contact Don Martin at 801-256-5320 or 801-280-2260, email: Jdonald1@yahoo.com.

1964 Falcon 2 door sedan. Original Owner. Garaged. Weekend driver since 1990, blue in and out. 170 CID, manual transmission, A/C. Missouri City, Texas. Phil Fisher 281-437-8890

1964 Falcon Futura convertible, white/black top. 200 CID, 6 cyl., 3 speed. New top and tires. Very good condition, many new parts. Will send pictures. 920-437-2546 eve., wkend. Howard Phillips, Green Bay, WI.

1964 Falcon window Van with 170 cu. in. engine and 3 speed transmission. Purchased in Texas. No rust on body. Some dents and creases. Needs restoration. Asking \$ 650.00 Canadian OBO. Lloyd Marshment, Sarnia, Ontario 519-542-3684

1965 Falcon window Van Deluxe Club Wagon with 240 cu. in engine and 3 speed transmission. Body showing rust on lower panels. Frame and floor appear to be okay. Needs restoration. Asking \$1250.00 Canadian OBO. Lloyd Marshment, # 7115 Sarnia, Ontario 519-542-3684

|                                  |               |
|----------------------------------|---------------|
| two '61 Sport Futura's           | \$300 & \$500 |
| two '61 Deluxe 2 Dr Wagons       | \$600 ea.     |
| '63 Deluxe 2 Dr Wagon            | \$300         |
| '63 Sport Futura Conv. 170 Auto  | \$3500        |
| '63 Sport Futura Conv. Body Only | \$800         |
| '64 Sprint H/T 289 Auto          | \$800         |
| '65 Futura H/T 289 Auto          | \$1000        |
| '65 Sedan Delivery 302 Auto      | \$2000        |





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## Classifieds con't.

'66 Ranchero 289 Auto  
Don Branson, 4097 Hwy T  
Marthasville, MO 63357-2019  
314-228-4501  
e-mail: [jbranson@mail.win.org](mailto:jbranson@mail.win.org)

64 Futura convertible. Red with black top. New interior. V8 automatic, in primer \$4900—painted \$5900, 65 Futura 2 dr. sedan 6 cyl. automatic, 90% complete, but rust free Street Rod? —\$500, 66 Sport coupe. 289 automatic. 95K miles—\$1500 66 Ranchero. 289 automatic, runs good. \$1500 Kent Whisenand or call Tom or Joe 303-279-4202

1965 Ford Falcon Futura, 2 door hard top, 6 cyl. 200 CI engine, new paint/Spring Time Yellow, real pretty. New battery, bumpers, gas tank, rugs, headliner, all new chrome. Almost everything has been restored to original condition inside and out. Nice driver, garage kept. \$5,500. Call Tom at 215-741-0726, after 5 pm, Phila, PA.

1967 Econoline Panel Van 240 CI engine 3 speed manual trans. Not running makes good parts vehicle \$250 O.B.O. Also, 1964 Falcon Station Bus E100 Van, fresh 200 CI engine, 3 speed man. Trans. \$500 O.B.O. Don Pendleton 703-979-1391 after 5 p.m. EST, Arlington, Virginia.

### FALCONS WANTED

I am looking for 1964-70 Ford Falcon Futura Station Wagon or 1964-65 Falcon 4 door. You can write me at, Michael Murphy, 112 East Delevan, Buffalo, NY 14208.

1960-67 Falcon/Econoline Van (with or without windows) must be virtually rust free and have 8 door option. Mechanical condition unimportant and within 1000 miles of here. 973-839-9053, New Jersey.

### PARTS FOR SALE

1963 Falcon NOS: 6 cyl exhaust manifold \$195., Deck ornament \$225., backup lamp kit w/ wire \$110., steering wheel and ring

\$1200 \$250., hood VGG chrome \$210., gas caps \$35., fender spears \$450 pr., V8 arm & bushing \$175., temp cable \$40., many more. Frank Stewart 440-282-6277 Ohio.

\*\*64 Gas Cap \$25.; 64 glove box door \$5.; 64 fendermolding \$10.; 64 lite switch \$20.; 64 wiper switch \$15.; 64 cig/lighter \$5.; 64 wiper motor/trans/arms \$50.; 64 speaker grill \$5.; 64 lower hood latch assembly \$40.; 65 T/lite bezels \$30.; 65 Horn Ring \$20.; 65 ash tray \$5. Call Paul Thomas 570 937 4812 after 5:00 P.M.

Parting: 64 Ranchero 6-3 sp. and 65 Comet with good front clip, also; good red bucket seats with console \$250, convertible Top Frame \$300, Painted Ford GT wheels with trim rings and plain caps \$200, dash clock # C6ZA-15000 \$100, convertible rear quarter windows and controls \$75 each, 63 HT convertible doors \$100 each, much more. Tom Botkin or Kent Whisenand 303-279-4202 or [abotk@uswest.net](mailto:abotk@uswest.net)

1961 - 170 c.i. 6 cyl motor, complete. Runs good. \$125 OBO. David Wilson, Rock Hill, SC 803-324-9677

FALCON NOS BU lenses \$100-125 each, 65 Horn ring \$250; 60-3 ranchero gas caps \$80; USED Dash pads 66 \$125 Power brakes \$250, 63 fender spears nice \$200 pr; Moldings \$30-\$100 REPLATED dash chrome 65 350 exchange, Inner W/S Chrome 3 pieces 275 exchange Brian Lukas, (510) 525-9226, Dr4Falcons@aol.com

Large 20 year collection of good used parts for 60 thru 68.  
Hoods — \$75 to \$100  
Doors — \$50 to \$75  
Chrome moldings— \$5 to \$25  
Torino Hood w/ air scoops fits 70 1/2— \$75  
Many body and chassis parts too numerous to mention  
Don Branson, 4097 Hwy T  
Marthasville, MO 63357-2019  
314-228-4501  
e-mail: [jbranson@mail.win.org](mailto:jbranson@mail.win.org)

### Parts Wanted:

High performance kit for the 144/170 cubic inch engine, 1960-63 models. Part # C2DZ-6B068-A. Also sold by Bell Auto parts of Bell, California in the 60s. NOS radio antenna for 1960-63. Part # CODZ-18813-C. NOS or very good used exhaust manifold for 250 c.i. Must be from 1968-69.  
Phone Joe after 6:00 pm et 905-335-2834.

Carburetor for 64 Falcon 260 V8 automatic transmission. C40F B part no. appears on side of fuel bowl. George Barbour, 3200 S. Jerome Rd, Pittsford, MI 49271. 517-523-3685.

Want for 1964 Falcon Sprint NOS Deluxe armrests in medium blue metallic color. Eugen Heid, 2953 Mt. Zion Road, Bucyrus, OH 44820, 419-562-4594.

Wanted — nice steering wheel for 1963 falcon plain Jane 2 door — color open, but would prefer champagne, so I don't have to paint. Call Jerry at 651-439-1316.

### Miscellaneous For Sale

Keys N.O.S. (Original) Keys & Gold Plated Keys .. for Falcons and all Ford models. Key rings, belt buckles and many of those hard to find keys and lock cylinders. Keys cut by code, please inquire with year and model. Jesser's Classic Keys, 26 West St., Dept. FCA, Akron, OH 44303-2344. Phone 330-376-8181. 24 hour Fax 330-384-9129. Visa, M/C, Amex, Disc.

1963 Falcon promos: Viking blue conv. \$150; Rose beige conv. \$150; also miscellaneous literature. Frank G. Stewart, 440-282-6277, Ohio.





### Blue Ridge Chapter Gives the Best Gift of All — Thoughtful Companionship

The Blue Ridge Falcon Club enjoyed its annual Christmas dinner at South House with 25 members attending. The members made the final preparations for a trip to Grady Hipp nursing home to be with senior citizens without families for the holidays. From there they went to Magnolia Place, another home for seniors to spend Christmas with those folks too. The nursing home program was led by Elaine Van Pelt. She was presented with a plaque commemorating her hard work for this program.

### Southeast Chapter Meets For Election of Officers

The Southeast Chapter met at the Old Hickory House in Tucker, GA for their election of officers. Fourteen members were present. They planned a trip to Ocala, Florida for the Silver Springs Roundup and Ford Show on January 16-17. The Officers elected for 1999 are: President, Ricky Kerbow; Vice President, Lynn Moon; Treasurer, Leon Goddard; Secretary, Betty Goddard; Editors: Gary Goddard and Wally Till.

### Longtime Mile Hi President Ron Brown Steps Down

After serving as Mile Hi Chapter President for 11 years, Ron Brown has passed the gavel to Scott Smith. Scott has served as Mile Hi Secretary for two years. Scott and his wife Barbara own FORDSMITH and Scott works only on Ford equipment. Some of you may remember him as the guy helping Falcon owners with car problems during Nationals. Best of luck to Scott Smith and many thanks to Ron Brown for his dedication to the club and for being such a gracious host during the 19th National Convention in Breckenridge.

### GREAT IDEA!



Has your Chapter done a good deed in the community? Let your fellow Falconers know about it! Send in an item telling how you've helped and what you did (see Blue Ridge item above.)

Share your time, talent and treasury with local groups needing assistance. Earmark a portion of the funds for a picnic or Christmas party to donate to a charitable organization. Offer to drive a youth group in your Falcons for the local parade. Spend time with seniors or disadvantaged youth.

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### New Address for Founder Roy Sword

Roy Sword has moved again, but he still wants all his Falcon friends to stay in touch. Reach Roy at: P.O. Box 1618, Cabot, AR 72023-1618 Phone: 501-605-1370



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## Calendar of Events

- MAR 12-14** **1999 FUN FORD WEEKEND, DeSoto Drag Strip, Bradenton, FL** [funford@eatel.net](mailto:funford@eatel.net)  
Suncoast Chapter will host the car show Sat. & Sun. For more info on car show, contact: Chuck Beason, (225) 664-0996 — email: [chuck65@gnc.net](mailto:chuck65@gnc.net) — [www.funford.com](http://www.funford.com)
- MAR 26-28** **Speedway Spectacular Car Show & Swap Meet, Daytona International Speedway**  
Suncoast Chapter will have a parking spot reserved for Falcons. For more info on parking, contact Chuck, (225) 664-0996 — email= [chuck65@gnc.net](mailto:chuck65@gnc.net)
- MAY 8** The Carolinas Chapter will host their **8th Annual Town & Country Ford Falcon Car Show** on a Saturday. Free Admission, dash plaques, one peoples choice award for best of show. Town & Country Ford, Independence Blvd. Charlotte, N.C. for more information call Activities Director George Baxter at 704-735-5077 or e-mail [ncfalcon@nties.com](mailto:ncfalcon@nties.com)
- APR 18** **Fabulous Fords Forever** About 30 Ford and Mercury car clubs (along with Ford Motor Company) organize the annual event at Knott's Berry Farm. This is the biggest all-Ford show of its kind and participation is nearly 2,000 cars each year. All of your Ford Falcon owners are encouraged to attend and participate in this event on Sunday. You will not be disappointed.— *Note: This message was received but no phone # or further information was included. If someone knows the details of this event, please send to the Editor, address on p. 2. Thanks.*
- May 23** **All Ford Show, Overland Park, Kansas** Hosted by the Mid America Chapter, this annual show has good attendance from all over the Midwest. Lots of vendors and Ford products For information, contact Arnie Morgison, Show Coordinator: 913-842-3916
- JUNE 4-6** **All Ford Show, Carlisle PA Fairgrounds.** Always a great show, we hear that hotels are already filling up. Every year there is a car given away and this year it will be a 1962 Mercury Monterey. There will be over 500 vendors, ALL FORD. This is a show not to be missed. Some suggestions for accommodations: Days Inn west of Carlisle: (717) 258-4147; Rodeway Inn, east of Carlisle: (717) 246-2800; Accomodations Express 1-888-560-7666.
- JULY 15-17** **20th Annual Falcon National Convention, Charlotte, North Carolina.** The Carolinas Chapter is promising a great convention with the theme of Racing Falcons. Use the registration form on the jacket of this issue. Information: Butch Willis, 704-263-1494 or James Baxter 704-735-5077.



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